GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:5730
ANSWERED ON:02.05.2002
ACCIDENTS DUE TO HUMAN FAILURES
GANGASANDRA SIDDAPPA BASAVARAJ

Will the Minister of RAILWAYS be pleased to state:

(a) whether an analysis on causes of accidents during the last years reveal that human failures and equipment failures (Rolling Stock and track) are on the increase;

(b) whether there were suspected cases of sabotage also causing accidents during the last three years;

(c) if so, the findings of the investigations conducted therefor; and

(d) the preventive/punitive measures taken by the Government to prevent human failure in operations?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY O RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.5730 ASKED BY SHRI G.S. BASAVARAJ TO BE ANSWERED IN LOK SABHA ON 02.05.2002 REGARDING ACCIDENTS DUE TO HUMAN FAILURES

(a) : Though there was an increase in the number of accidents on account of human failure during 2000-2001 as compared to 1999-2000, there has been a reduction during the year 2001-2002. There has been marginal increase in the accidents on account of equipment failure during 2000-2001 and 2001-2002. Brief analysis are as under:-

		1999-2000	2000-2001	2001-2002+
Human failure				
1	Failure of Railway Staff	287	293	234
2	Failure of persons other than Railway Staff	105	109	92
3	Equipment Failure			
(a)	Rolling Stock	12 12	16 17	17 19
(b)	Track			
4	Sabotage	21	19	21

+ Figures are provisional

(b) : The number of accidents due to sabotage were at the same level with marginal decrease during the period 2000-2001.

(c): As "Policing" is a State subject, cases of sabotage are registered and investigated by the State Police. Hence, the findings of the investigations are not available with this Ministry.

(d): Important steps taken to prevent accidents due to human failures are as under :-

(i) Psychological tests have been introduced at entry level for Operating categories (Assistant Station Masters, Assistant Drivers etc.)

(ii) Intensive training of crew in operation of air brake stock and provision of detachable pressure gauge for air-braked trains has been introduced.

(iii) Simulators have been installed for training of drivers. Four simulators are working, one each at Kanpur, Tughlakabad, Bhusaval and Kharagpur.

(iv) Drivers are given breathalyser tests to check for alcohol consumption while signing on. Surprise checks are also done to identify defaulters.

(v) For ensuring safety, drivers are not permitted to perform more than 10 hrs. continuous running duty. This is being regularly monitored and corrective steps are initiated wherever necessary.

(vi) Strict observance of rules by drivers in automatic territory is ensured by ambush checks.

(vii) Staff is periodically sent for refresher courses and safety camps.

(viii) Modern training aids are being provided at training centres.

(ix) Closer monitoring, counselling and training of station staff for ensuring compliance of laid down rules for reception and dispatch of trains.

(x) From time to time staff connected with train operations are specially screened and those found deficient are being given crash courses at training centres.

(xi) Periodical safety drives are launched to check the alertness of staff and to educate and monitor them on safety aspects.

(xii) Emphasis is given on surprise inspections and ambush checks. Night inspections are conducted regularly to eradicae adoption of short cut methods and those who are found to be slack are taken up.

(xiii) Regular campaigns are organized to educate road users for alertness at level crossings.